PROCEEDINGS OF CONGRESS

Benator Stewart Sees the Shadow of a Monarchy, with Cleveland at Its Head.

The House Discusses the Inefficient Postal Service and Talks of Politics and the Admission of Some of the Territories.

WASHINGTON, May 24.-Mr. Stewart called up the joint resolution offered by him on the 14th inst, for a constitutional amendment reducing to a simple majority the vote necessary to override a presidential veto, and addressed the Senate on the subject. He referred to the large number of veto messages sent in by President Eleveland, and said that they rested solely upon the assumption that it was the duty of the President to nullity every law for which he would not have voted as a member of Congress -an assumption not only of superior wisdom and patriotism on his part, but of better opportunity to ascertain facts than the members of the two houses had. The form of government, he said, had changed from democratic simplicity to a one-man power, responsive only to the necessity of party and the influence of money. The people did not realize the growing power of the executive. The President has more than 100,000 offices at his disposal, and a member of Congress was not even allowed to give evidence as to the qualifications of an applicant for office.

The President alone determined all questions relating to appointments to office, either by himself or by a board called the Civil-service Commission, appointed by him and removable at his pleasure. The vast revenues of the government were practically used by the administration as a private fund to augment the power of the executive. This result was reached partly by legislation and partly by forced construction of the laws. The legislation of Congress, no matter how secured or by whom devised, permitted the administration to loan the accumulated funds in the treasury to such national banks as might be in favor with the executive, without interest or roward to the government, and this power had been liberally exercised by the administration in loaning over \$60,000,000 to such national banks as found favor in the eyes of the Secretary of the Treasury.

Mr. Stewart referred, in the same connection, to the purchase of bonds at the enormous premium of over 27 per cent. "from persons unknown to the public, but presumably well known to the executive;" to the discretion lodged with the executive, but not properly exercised, to pur-chase and coin not less than two millions nor more than four millions of silver per month; and to the ruling of the Treasury Department in the matter of the importation of lead ores, under which ruling lead ores were admitted that were mixed with and silver—the government thereby losing a vast amount of money that somebody was gaining. It would be interesting, he said, to exhibit for the consideration of the people the various rulings and discriminations of the Treasury Department, "whereby special privi-leges were granted, and merchant princes were created in the great city of New York and elsewhere at the expense of the people." But he only desired to show the "almost unlimited disnary power exercised by the executive to benefit his friends and destroy his enemies." As examples of this "extraordinary power" he re-ferred to the litigation of private land claims in

California, to the raid of the Attorney-general on the Beil Telephone Company, and to the treaty-making power, which might be used to advance the ambitious projects of the executive.
All these things, he said, might be remedied or checked by legislation, and the liberties of the people might be guarded by law, if Congress had power to legislate against the will of the executive. No one denied Mr. Cleveland's absolute ownership of the Democratic party. Before reaching Washington he had sent word to the Democratic nembers of the House to discard one of the precious metals, and in all things to do the bidding of Wall street. The refusal of patriotic Democrate to abandon their constituents and loin the golden bond-holding ring challenged she admiration of the country. The House of Representatives had seemed to be an impregnable fortress against any assault from Wall street; but it had fallen. With a wave of the hand of Grover Cleveland that body was paralyzed, so that it could not even utter the word "silver" when the Senate sent it the Beck amendment on the bond-purchasing bill. At that rate the growing power of this "man of estiny" had but to continue unresisted for term of four years to so entrench Grover Cleveland in the White House that othing but revolution could remove Never before in the hands of one man had such vast powers and resources been entrusted by a confiding people. It remained to be seen whether the President would be able to fulfill the expectations of the Washington Post by im-Itating Napoleon and crowning himself, because he regarded all others unworthy to perform that service. The exercise of the great natural force with which the President was endowed concentrating the whole power of the government in the executive, and if would ultimately lead not restrained to a monarchy. The people admired courage, independence, andacity and will. These qualities were possessed in a high degree by Mr. Cleveland. While they were guarantees of personal success, they were dangerous to popular liberty. They were the qualities which always increased executive authority at the expense of the people. The selection by Mr. Cleveland of the money kings and bondholding aristocracy of Europe and America as his allies proved his sagacity, and showed his appreciation of the essity for the use of money in accomplishing his Napoleonic schemes. If such associations did not arouse the people to action before it was too late, it would be because the boldness and daring of this "man of destiny" dazzled and blinded them.

The presiding officer announced the appointment of the select committee to examine into all questions touching the meat product of the United States as follows: Senators Vest, Plumb, Manderson, Cullom and Coke. The conference report on the pension appropriation bill was presented and agreed to. After an executive session the Senate ad-

The Postal Service and the Territories. WASHINGTON, May 24 -- A Senate bill was passed for the erection of a public building at Vicksburg, Miss., at the ultimate cost of \$100,000. A Senate bill was passed authorizing the construction of bridges across the Kentucky river and its tributaries by the Louisville, Cin-

The House then went into committee of the whole-Mr. Turner, of Georgia in the chair-on the postoffice appropriation bill.

cinnati & Virginia ratlroad.

On motion of Mr. Blount, of Georgia, the ap-

propriation for mail-messenger service was in-

creased from \$900,000 to \$950,000. Mr. Perkins, of Kansas, in speaking to a verbal amendment, again entered the complaint of the people of the West against the inefficient mail service, which, he asserted, was now being given to that section. He read from a letter which he had received from an ex-postal clerk in the seventh division testifying to the inefficiency of the service between Sedatia, Mo., and Denison, Tex. The complaint, he said, was not a partisan one.

The people, without distinction of party, were
caking for a better service in the West. In of of this he read extracts from newspapers of various politics, protesting against the administration of the Postoffice Department. He attributed a portion of the evil to the fact that inefficient men were appointed, and he instanced the case of a postmaster who sent nothing to the railway station for a week, and, when asked for his reason, stated that his mail-bag was not full, and he was waiting until it was. [Laughter.] Another postmaster, in Missouri, sent to Washington for postage-stamps, and they were sent to him in a great sheet. He had never seen them in that form before, and he thought the sheet was a circus poster. He pasted it on the wall, and calling his wife, said to her: "See what the darned fool in Washington sent me when I wrote him for stamps. He sent a circus poster, and the darned circus-riders all look alike." [Laughter.] Mr. Dockery, of Missouri-What is the name

of the postmaster! Mr. Perkins-I don't want to give away political secrets. I saw the story in the newspapers,

and, of course, newspapers never tell anything that is not true. [Laughter.]
Mr. Toole, of Montana, and Mr. Voorhees, of Washington Territory, voiced the wishes of the people of the Territory for a more efficient mail service than they were now receiving. Mr. Cannon, of Illinois attributed the inof the service in the West, not to a lack of sufficient appropriation, but to the fact that competent men had been discharged and

incompetent persons put in their places.

Mr. Blount said that the record would disclose the fact that the changes in the railway mail service had been gradual, and that to-day the rate of merit was higher than it had ever been before. He asserted that nearly one-half of the clerks in the railway mail service had beld over from the Republican administration. There was searcely another man in the country

who, at the head of the Postoffice Department, would have withstood party clamor and kept his enemies in the service. The present administration had done more towards the advance of civil-service reform than any other in the history of the country. It had gone forward with an iron will, even though sometimes offense

was given to its friends. A desultory discussion then took place on the question of subsidies and free ships.

Mr. Adams testified to the existence of considerable dissatisfaction among the business men of Chicago with the mail service in that

Mr. Enloe, of Tennessee, read statistics to show that in those States from which the greatest complaint as to the mail service came, there had been a great extension and improvement of

the service during the past year.

Mr. Symes, of Colorado, criticized the Postoffice Department for inadequate management
of the star route service. He declared that
the House had been deceived about the matter. He wanted the responsibility placed where it belonged, and he was satisfied that it should rest upon the back of the "Picayune Second Assistant Postmaster general," who made to members (including himself—Mr. Symes) statement after statement as excuses for not extending the star fronte service, which were, to say the least, sequivocal and erroneous. It had been demonstrated that this five-cent picayune economy was the watchword of the administration which went so far as to veto a bill for the relief of a little postmaster from a liability of \$100 he had paid out in clerk hire, when the House and its committee had pronounced the claim to be

Mr. Rayner, of Maryland, asked how the present Second Assistant Postmaster-general

compared with his predecessor.

Mr. Symes replied that an ingenious criminal lawyer always tried to divert attention from a statement of fact by asking questions about something foreign to the subject.

Mr. Rayner retorted that the ingenuity of the criminal lawyer consisted of acquitting Brady, the Republican predecessor of the present Sec-

ond Assistant Postmaster-general.

Mr. Peters, of Kansas, attacked the department on the score of inefficient mail service. In answer to statements made on the other side showing what had been done to better the Kansas service, he said that the fast mail would never have been put on for the benefit of Kansas; it had been established for the handling of the China through mails.

The committee then rose, and the bill was The House again resolved itself into committee of the whole, and Mr. Belmont, of New York, called up the Senate bill providing for an international marine conference to secure greater safety for life and property at sea. This was amended by the adoption of a substitute similar in all essential particulars, the appropriation, however, having been reduced from \$30,000 to

The bill was then laid aside for favorable report and the committee proceeded to consideration of the legislative, executive and judicial ap-

Mr. Buchanan, of New Jersey, in speaking to the bill, said that while, on the part of the President of the United States, the professions of devotion to the cause of civil-service reform remained unabated, means had been devised by which those immediately in charge of the government departments might do something to stop the swelling tide of Democratic discontent. A circular was put forth by the head of one department. In his effort to displace some officials and to replace them with others true to the faith, the Postmaster-general sent his invitation all through the country to the hungry brethren to file charges against officials against whose names there had never been the breath of suspicion. There were in the department of the government charges filed against men whose record was as pure, whose private character was as upright, as the record and character of the men who invited the charges. The men who were affected by the charges were not allowed to see them or to show their utter and damnable falsehood. They remained in the archives of the government, perhaps at some future time to blast the fair names of honest men. He branded this practice as one of the most infamous that ever obtained in any

land or in any age.

Mr. Baker, of New York, argued in favor of the admission of South Dakota into the Union. Mr. Gifford, of Dakota, and Mr. Kerr, of Iowa, advocated home rule in the Territories, and the latter gentleman commented upon and criticised the "omnibus" bill of the majority of the committee on Territories.

Mr. Springer, of Illinois, declared that the Democratic party was in favor of the admission of Dakota, but it was opposed to a division of the Territory, because the sentiment of the people of Dakota was against the division. Mr. Butterworth, of Ohio, inquired whether, if Dakota were a Democratic State and had, as

she had done, voted in favor of division, that gentleman would have been opposed to that di-vision. "Now look up, Mr. Springer, and answer," said Mr. Butterworth. Mr. Springer looked up and answered, "I would," amid applause and laughter, while Mr.

Butterworth commented, "Can you say it with-Mr. Springer retorted with the question whether, if Dakota were Democratic in both sections, Mr. Butterworth would be in favor of

Mr. Butterworth-Yes, sir. And I have so asserted [Laughter.] Mr. Springer-Would you be in favor of di-viding Moutana? Mr. Butterworth-Whenever like conditions

are presented I will be consistent. Mr. Springer said that, for partisan purposes gentlemen on the other side resisted the admission of the State. For the purpose of getting four Senators they would outrage the voice of the people and keep them out of the Union. He wanted to see the great States come into the Union full fledged, and he was in favor of the early admission of every one of the great Terri-

Mr. Butterworth said that he had asked the gentleman whether he would oppose the division of Dakota if that were a Democratic Territory, and the gentleman had answered "Yes;" but he would say in the gentleman's defense that he said "yes" with a blush. [Laughter.] The gentleman from Illinois did himself injustice when he pretended to assert that he would oppose the admission of South Dakota if she were a Democratic Territory. The gentleman knew that he would not.

Mr. Springer-I would. Mr. Butterworth—Then you are grossly mis-understood on both sides of the House. There would be no excuse for your doing so, and no political reason for it, and that is a very strong Mr. Grosvenor-Has not the admission of new

States for the last forty years been recognized as a political question! Mr. Butterworth-Undoubtedly. Mr. Grosvenor-And is not this the first time

that any statesman has ever risen above party considerations? [Laughter.] Mr. Butterworth-No, it is not; but it is the first time that any gentleman has asserted that he was able to rise above it. My friend from Illinois does himself an injustice when he says that there is no trace of politics controlling his

After further debate, the committee rose without action upon the bill, and the House passed the Senate marine conference bill as amended in committee of the whole. Mr. Gay, of Louisiana, submitted a confer-

ence report on the invalid pensions appropriation bill, and it was agrreed to. The bill is the same as it passed the Senate. A resolution was adopted authorizing the committee on foreign affairs to inquire into the facts connected with the imprisonment in an English jail of John Curtin Kent, a naturalized

The House then adjourned.

CARNEGIE'S PREDICTION. He Expects a Season of Severe and Unusual Industrial Depression.

Interview in New York Tribune.

"About labor! I don't know that I can tell you much on that subject that is not already known by the Tribune. I will say this much, however. I think that this year will see a great depression in all branches of labor; in fact, almost a complete paralysis in many branches. That, of course, means great suffering and pri-vation for the poor. It is a very sad prospect, but I can see no remedy just at present, under the existing state of things. How do I account for it? That is very plain, I am sure. It is ell owing to the great uncertainty in regard to the tariff. There is not a jobbing or commission house in the Eastern States whose business is not seriously injured by that uncertainty, and the manufacturing industries are hindered much more. Some firms have even shut down altogether, while others are continuing business on an economical and very uncertain scale. You can see yourself how this affects labor. There will be no relief until the vexed question of the tariff is settled at once and for all. Whether this be soon or late rests now with the Republican party, as represented in Congress and in the manner of its opposition to the Mills bill. This opposition must be uni-ted, or the tariff question will not be settled for many a long day. The trouble now is that some Republicans want to remove all the tax on tobacco, and others want only a partial reduction, while another faction longs for a repeal of the duty on sugar, but are opposed by still another section. That's the way it is all down the whole list of tariff and internal revenue schedules.

The Republican leaders are beginning to see this, however, and I think a general awakening throughout the party to the urgency of united action is close at hand. There goes the last bell. Get ashore quick or you'll have to swim for it.

AFFAIRS OF THE RAILWAYS.

Important Railway Deal. PHILADELPHIA May 24.—The Evening Bulletin says: "One of the most important railroad purchases of recent years will soon be consummated, being no less than the transfer by the Baltimore & Ohin of the Schuylkill-river East side railroad to the control of a new syndicate, which will operate it in the interest of the Pennsylvania Railroad Company, and which will, at the same time, gain possession of the Philadelphia extension of the Baltimore & Ohio. The purchase will not be made in the name of the Pennsylvania railroad, but the company is now being formed, and it is stated on unimpeachable authority that the money will be furnished by the Pennsylvania company and that it will practically own and control the Eastside. This deal will be one of the utmost importance and the Pennsylvania will not only portance, and the Pennsylvania will not only crush a possible through trunk-line rival, but at the same time gain a big advantage over the Reading, inasmuch as the freight facilities of the East-side, with branches to both rivers, are of exceedingly great value.

Personal Local and State Notes. Assistant General Passenger Agent Wakely, of the Chicago, Burlington & Quincy, was in the city yesterday.

The report of Receiver McNulta for April shows that the expenses of the Wabash road exceeded the earnings by \$77,000.

Indianapolis connections have been notified that the Chicago & Alton will put on vestibule trains between Chicago and Kansas City next

The Indianapolis car-works have been asked to bid on 1,000 box cars for the Northern Pacific. This company is also in the market for fifty ad-

On June 15 the South Illinois-street ticketoffice of the Ohio, Indiana & Western will be removed into one of the rooms in the Fæhr Block, fronting Jackson place. The Vandalia, on the days of the Terre Haute

races next month, will run a special train from Indiapapoiis, leaving Indianapolis at 10:30 A. M., and returning, leave Terre Haute at 6:15 P. M. E. P. Ripley, general freight agent of the Chicago, Burlington & Quincy road, passed through Indianapolis, yesterday morning, en route to Asheville, N. C., where he goes for the benefit of

An effort is to be made to get the presidents and managers of the roads in the Obio River As-sociation together, and if possible bring about a restoration of passenger rates between Indianap-elis, Cincinnati, Louisville and Chicago.

Frank Terry, master mechanic of the T., M S. road, was in Fort Wayne, on Wednesday, for the purpose of leasing some idle engines from the Wabash. Mr. Terry was formerly an en-gineer on the Grand Rapids & Indiana road. The Chicago & Rock Island has accepted a

roposition from the Atchison. Topeks & Santa Fe road, which lets the latter into Peoria over the tracks of the C. & R. I. This will give the Atchison, Topeka & Santa Fe a good connection with three of the Indianapolis roads. The troubles between the Ohio, Indiana &

land are said to be further from settlement than ever, their traffic relations not moving along with as much smoothness as when the lease was The local ticket and passenger agents had come alarmed over the demoralized condition passenger rates at this point, and are now c sidering the calling of a meeting to see what can

be done to bring about a better feeling and the

Western and the Cincinnati, Sandusky & Cleve-

restoration and maintenance of rates. Nathan Cadore, an engineer on the Wabash road, is known the whole length of the line as "Grandpa." He has been an engineer on that road thirty-five years, and for twenty-two of them has run the fast express trains. He is still healthy, and mounts the footboard as easily as most of the younger engineers.

Harry Crawford, president of the Indiana Midland Railroad Company, is in the city. He states that the road has made connection with the Vandalia at Brown's valley, and by the middle of next month will be hauling coal from the mines at Sand creek. The company owns 514 acres of good coal land at Sand creek. Matters have gone so far that it is settled that

the Pennsylvania and Vandalia will put on their vestibule trains and commence making fast time within a few days. The Pennsy!vania Company has the time-table all arranged, and the Vandalia is at work arranging its schedule. Meantime the Bes-line is shaping matters to put on similar trains as soon as its competitors do. The Lake Erie & Western has everything in shape to open for business the Peoria extension on Sunday next. Two through passenger trains will be run each way, daily except Sunday, be-tween Peoria and Sandusky, and two freight trains, one especially to look after local business, the other to run on express freight time. General Manager Bradbury says that the road opens under favorable circumstances.

The early morning train out of here over the the Jeffersonville, Madison & Indianapolis connects with the new limited train for New Orleans which the Louisville & Nashville put on a few days ago. This train leaves Louisville at 6:50 A. M., and reaches New Orleans at 7:55 next morning. The distance is 811 miles. This makes the train from Indianapolis to New Orleans among the fastest in the country.

The trunk lines are not satisfied with the inspection and weighing of freights as proposed by the Central Traffic Association, and will send independent inspectors of their own to the more prominent shipping points in the West, to o-operate with those appointed by the Central Frame Association. As now planned it will be difficult for an overloaded car moving east or west to get through the gateways at Buffalo, Salamanca, Parkersburg or Pittsburg without etection, and the character of the freight, as well, will be known.

The Bee-line people have under consideration the introduction on all their freight trains of the air brake, so satisfactorily does it work on the stock trains. It is evident that something must be done in that direction, as the roads go on increasing the speed of their trains much more rapidly than the facilities for stopping them promptly are put into service. Accidents will always happen, doubtless, on the best of roads, yet the number of destructive accidents or the mount of destruction might be largely avoided by better brake appliances.

A circular will be issued to-day appointing Ford Woods general freight agent of the Ohio, Indiana & Western, to succeed H. C. Diebl, recently resigned to take the managership of the Interstate Dispatch d E. H. Sessions will succeed Mr. Woods as assistant general freight agent. Mr. Sessions for three years past has been joint agent of this company and the C. S. & C. road at Columbus, O. The selection of Mr. Woods as general freight agent will be highly satisfactory to the patrons of the road. His methods of doing business make him popular

One of the attorneys in the several deals which the Cincinnati, Hamilton & Dayton has been in during the last twelve months cays that at no time has the future of the road been as cloudy as now. At the election next month some knotty questions are likely to come to the front, and the more the matter is investigated by the best of legal talent the more entangled does it become. If certain stock, which has been issued, is allowed to be voted, the Ives party will elect the board of directors; if it is not voted, the road is likely to fall into hands of residents of Cincinnati.

It now looks as if the Vandalia would make an open \$3 rate round trip to St. Louis for the Democratic national convention, as under the interstate act if such a rate is made to one it must be open to all, and it cannot be advanced until ten days' notice is given. During the contest to secure the Hendricks Club, the Vandalia proposed, and the Bee-line expressed a willingness to do the same thing, to pay the Hendricks Cinb a rebate of \$1.30 per head on every ticket sold to persons not members of the Hendricks Club, and from this source the club had expected to get a handsome sum of money, but the turn matters have taken makes the arrange-

Those who watch the statistics are considerably interested in the showing the Eric road is making on Western shipments. On Monday the Eric delivered at Jersey City 323 cars of grain, against 47 by all other lines. The Pennsylvania had none, but had more flour than any other line. On Tuesday, the Erie delivered 182 car-loads of grain, against of ears by the other four lines, and also carried more flour. Considering that there is such a universal agreement that rates are strictly maintained, the extraordinary through business which the Erie is doing excites some remarke But there is no evidence that the road is carrying the business below

Miscellaneous Items. The St. Paul, Minneapolis & Manitoba is carrying 50 per cent. more immigration to Montana

tariff rates.

than was moving in that direction in April and The Minnesota Commissioners will not allow roads of that State to advance local rates, as proposed, to make them conform with the ad-

vance in through rates to Chicago. Louis Brooksmith; master mechanic of the Indianapolis and Michigan City division of the Lake Erie & Western railway, at Peru, has re-signed, to take effect, June 1. His successor is not yet appointed.

and brings it into direct competition with the Southern Pacific, controlling the Morgan line of

The Rhode Island locomotive-works have been awarded the contract to build ten consolidated ocomotives for the Louisville & Nashville, of the same pattern as those in use on the Ohio, Indiana & Western.

The forthcoming meeting of the managers of the Northwestern roads is looked ahead to with a good deal of interest, as it is expected that a new association will be formed, with a more binding agreement than any former one. The Pennsylvania and Reading railroad com-panies have notified iron-makers in the sections through which their roads pass that they have

to go into effect as soon as it can be arranged. The Pittsburg, Shenango & Lake Erie has contracted with the Erie car-works for 250 cars, and asked the Indianapolis car-works to bid on 200 more. President Millard, of the car-works, is now East looking after this and other contracts.

agreed to reduce freight rates, the new schedule

The Chicago & Rock Island has let the contract for a train of the Bosmen refrigerator cars. Tois style of car has a steady current of sold air passing through it, so that the temperature in the center is the same as at the ends, never before secured.

General Manager Stone, of the Burlington road, made the following announcement: "E. P. Ripley has been appointed traffic manager, and will have general charge of the freight and passenger traffic. Paul Morton has been appointed general freight agent, and will have charge of the freight department. For the present Manager, ent Mr. Morton will continue to act as general passenger agent."

LETTERS FROM THE PEOPLE.

The Legislative Nominations. To the Editor of the Indianapolis Journal:

I would like to know if it would be policy to allow the nomination of a man as one of our representatives who at the last national election voted for Cleveland! As a citizen and a Republican I will not support anything of the kind, no matter what change has been made by him. The stool of repentance, and the time have been entirely too short to make good Republicans believe that he is a safe man for the Legislature. We have a list of good Republicans who will except the nomination, let us see to it that we give it to them. A TRUE BLUE REPUBLICAN.

Why Prohibition Is Not Enforced in Maine. fo the Editor of the Indianapolis Journan Your correspondent, "Prohibitionist," gives the Journal of the 24th the true non-enforcement of the prohibitory law in Maine, wherein it is not enforced, yet he does not tell it all. In Maine, as in all States, the enforcement of criminal law is left to the local courts. These are often ineffectual; sometimes because the officers are in sympathy with the offenders, and sometimes because they are terrorized by the desperate men who are the offenders, as was the case in Jackson county,

this State, several years ago the Reno and is to-day as to the White Caps of Crawford county. It may become necessary in such cases, in order to secure the enforcement of law, to modify our methods. It is notorious that at least in Bangor and Augusta, Me., all these years, the predominant influence of the lumbermen has been against the law, and with characteristic wisdom, they know no party, but vote for municipal officers that will not enforce the law, without regard to party, and the State is powerless. And the same, in degree, is true of Portland. When Prohibitionists of Portland have united the law has been rigidly enforced and never better than now, not even when Neal

Dow was Mayor. Then, as now, there were violators of the law, as all sensible men expect of all laws, and no man was more frank than General Dow himself to acknowledge it; but he, and Blaine, and Frye, and every other honest man, averred that it was as well enforced as any other criminal law of the State, and with beneficial results. The only trouble now is that a few Prohibitionists have joined with the saloonists and are claiming that the law does not prohibit. These wish to have the law repealed—those want to boost their little party by telling what they would do if you would only let them

have a chance. A few years ago the city authorities of Port land became lax as to the enforcement of the law. The Mayor was a Republican, and was nominated for re-election, but, instead of wasting their strength on a party Prohibition ticket, the Prohibitionists of all parties united on the Democratic candidate, who was a Prohibitionist, and elected him, and the law was as well enforced by him as it was during Dow's official life. The result was that since then the Republicans have nominated friends of the law, and the law is as well enforced in Portland as it ever was. Though liquors are sold, so ar pockets picked and houses broken into. U. L. SEE.

THE QUICKEST MARRIAGE.

An Indiana Parson United Two Palpitating Hearts in Less than a Jiffy. Chicago Mail.

"One of the quickest marriages I ever heard of," said a man from down on the Wabash, "was performed by the Rev. Dr. Aaron Turner, now in the Minnesota Conference. "Dr. Turner was in charge of the Vincennes

circuit at the time. One evening he was hurry ing his toilet in preparation for a marriage that he was to perform at 8 o'clock at the home of one of his flock. He was late and very much afraid that he couldn't reach the place of ap-pointment in time. Just as he got his white tie a knock was heard on the parsonage door. Dr. Turner took up his hat, stepped to the door, and opened it. A young man stood outside. Dr. Turner asked his business. The young man was flurried, but he managed to say that he wanted to get married, and handed the parson a

marriage license. "'Well,' said Dr. Turner, 'I can't do it tonight. I am hurrying now to perform another ceremony. I'm already late. "But,' pleaded the young man, 'it won't take

"I know, but I can't wait." And the preacher came out and closed the door, walking rapidly "Bnt, Mr. Turner,' called the young man, desperately, and he ran after the minister; 'you surely can marry us. It won't take you but a minute.'

" 'Where's the lady!' " 'Right back here,' and the young man pointed to a figure standing in the shadow of a tree. "'Well, come on,' Dr. Turner said, and the two went back to where the girl stood.

"'Is this the woman you want to marry?" "'Yes,' said the young man. "Then you are man and wife. Good night," and away he went, leaving the pair standing speechless. It was a minute before the newlymade busband recovered enough to run after the preacher, who was rapidly disappearing in

"'Mr. Turner! Mr. Turner!' he cried. "Well, what is it? said the preacher, paus-

"'Why, was that all? Will that do? "Yes, yes, that will do. You are just as much married as if I'd gone through a yard of ceremony. Good night.' And again he hurried away, reaching his appointment just in the nick The young man went slowly back to his bride and spent the next hour or two in satisfying

her that she was really married. Fingers Were Made Before Forks. American Analyst

There are a number of things that the most fashionable and well-bred people now eat at their dinner-table with their fingers. They are: Olives, to which a fork should never be ap-

Asparagus, whether hot or cold, when served whole, as it should be. Lettuce, which should be dipped in the dressing, or in a little salt. Celery, which may properly be placed on the table beside the plate. Strawberries, when served with the stems on,

as they often are. Bread, toast, and all tarts and small cakes. Fruits of all kinds, except melons and preserves, which are eaten with a spoon. Cheese, which is almost invariably eaten with the fingers by the most particular people.

Even the leg or other small piece of a bird is taken in the fingers at fashiodable dinners, and at most of the luncheons ladies pick small pieces of chicken without using a fork.

Kaiser Wilhelm and Pauline Lucca.

The circumstances under which Pauline Lucca William for having broken her contract and MONEYTO LOAN-WM & H. M. HADLEY, 70 suddenly left the Royal Italian Opera at Berlin, in the year 1872, have only just come to light. It was during the Kaiser's visit to lachi, in 1881. At the gala representation of "Versprechen hinter'm Hera," which took place in honor of the sovereign, Lucca played the role of "Randl." The opportunity of taking the heart of the kind Kaiser by storm was too favorable for her to The Texas Pacific would have made a contract with the Cromwell ateamship line which affords that company an diffest for New York freight her back, a sickle in her hand and wooden shoes MONEY TO LOAN ON FARMS AT THE LOW-fresh and merry in her character of due. We also buy municipal bonds. THOS. Q. DAY her back, a sickle in her hand and wooden shoes & CO., 72 E. Market street, Indianapolis.

on her pretty little feet, and began to chatter in genuine patois, she suddenly took cornflowers out of her basket. As she wove them together into a nosegay she related, still in patois, that the German Emperor had come into the valley, and she wished to offer him a bunch of his favorite flowers that he might be no longer angry with her, but forgive her for her former bad behavior toward him. For after the rain sunshine must follow, so she hoped that the sunshine of his favor might also lighten upon her again. At the last words she knelt down on her again. At the last words she knelt down beside her basket, as if accidently, and raised her eyes pleadingly to the loge in which the venerable Kaiser was seated, who sought in van to conceal his emotion. It was but momentary, and only the initiated understood that Lucea had prevailed. After the representation the Emperor sent a request for the cornflower bouquet, and the hope of seeing her very soon again in Berlin. On March 22, 1882, there appeared once more the runaway favorite of Berlin, Pauline Lucca, in "Carmen," after a ten years' absence from the stage of the Royal Opera-house.

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